NEW-YORK, SUNDAY, JANUARY 27, 1895.—TWENTY-SIX PAGES.

SNOW, RAIN, HIGH WINDS AND FOG BE-TWEEN MIDNIGHT AND NOON.

A BRIGHT AFTERNOON FOLLOWED THE DIS-AGREEABLE MIXTURE-COLDER WEATHER PROMISED FOR TO-DAY, WITH

CLEAR SKIES, The storm which swept over the city on Friday night brought with it snow, which in the early morning gave place to rain, and then the rain o fog. Between sunset and sunrise the city had about all kinds of weather which the ingenuity of the Weather Bureau could furnish. By noon, however, the storms had passed away and the sun was shining brightly. The sidewalks in the morning were something to shudder at if rain. It was a moist and unpleasant city upon which the sun rose, but by noon the sidewalks were clear, and the afternoon was one of mildness and beauty. The wind blew strongly from the west, and vessels trying to make this port

had a hard time of it. Cold and fair weather is promised for to-day by Mr. Dunn, the local weather prophet.

The tug Ice King, which on Friday night was struggling up the coast with two barges in tow, lost the barges off Long Branch by the parting of a towline and ran into Sandy Hook for shelter Yesterday morning she put out in search of the barges, and picked one of them, hove-to under leg-of-mutton sails, six miles off Monmouth Beach. She then went in search of the other barge, and at last reports had found her.

barges were the Esopus and the Fisher The Ice King was bound from the Delaware Breakwater to Boston. A strong offshore wind was the cause of the threatened disaster. The tug will probably be in New-York Harbor with her tows this morning. As the wind was offshore no possible harm could happen to the

The British bark Beatrice, which went ashor on Sandy Hook on Friday night, was a total wreck at daybreak yesterday morning. Her crew was rescued by the crew of the life-sav-

TWELVE LIVES LOST IN THE SOUND. THE TUG SEA KING'S TOW FOUNDERS IN THE

New-London, Conn., Jan. 26 .- The worst dis aster that has happened in Long Island Sound in years occurred last night and became known this morning, when the big tug Sea King, Captain Olmstead, arrived in this harbor in a thick The Sea King left Hammond's Flats on Thursday evening about 5 o'clock with fair weather and a light west wind. She was bound to Providence and Newport with five barges, all but one of the fleet consigned to Providence. The were coal laden and carried 3,500 tons Sea King came through to the Race last night about 5 o'clock, with a light west wind prevailing and clear weather, which continued up till nearly 11 o'clock, at which time the tow was six miles west of Point Judith. Then the wind shifted to the eastward, and at 12 o'clock had increased to a gale from east-southeast The waves broke over the tug, flooding her cabin, and the air was filled with bilinding snow, so that it was impossible to see more than the

Captain Olmstead and Pilot William Dodd were at the wheel of the Sea King. They headed off short, and she pulled away at the behind her until 2 o'clock. The storm was as flerce as ever. It was then seen that the tow had broken apart, and that the barges were going adrift, and several were seen to founder The head barge of the tow foundered about clock this morning, and then the immen hawser that held her was cut. The tug lay by until 2:30 p. m. to rescue any of the people aboard arge Nettle before she went down, but to save another life was impossible, for the tug could not get alongside of the barges, nor dared she turn from heading into the sea.

Twelve persons were lost in the disaster, four women and eight men. As soon as the Sea King took off the Nettie's crew and it was apparent that no other lives could be saved, the tug ran for this harbor to escape the tremendous fury of the storm. She had labored heroicdous fury of the storm. She had labored heroically to make headway against the wind and sea, but no power could enable her to do that.

The names of the lost are: Captain Frank Hoffman. Mrs. Frank Hoffman, Miss Hoffman and a deckhand, all of the barge Cromiss crew; Captain Hartsho, Mrs. Hartsho and a deckhand, of the barge Eagle; Captain Harry Tucker and a deckhand, of the barge Albert M.; captain of the barge Bingle, his wife and a deckhand. Their names could not be ascertained on the Sea King when she arrived here.

Captain Olmstead, of the Sea King, entered a protest at the Custom House this forenoon.

THREE FEET OF WATER IN THE STREETS HEAVY DAMAGE BY THE WIND AND RAIN ON LONG ISLAND-HOUSES ALMOST SUBMERGED.

The heavy rain of Friday night caused the largest freshet in the ponds and streams of the Brooklyn City Water Sheds that has been known In the village of Hempstead, the store A. Wilsey, T. C. Weeks, C. E. Cornell, Treadwell Eldred, P. Gaffney, H. Demott, Mrs. H. A. Burtis and the town hall are surrounded by water two and one-half feet deep. The goods on the first floors have been damaged to such an extent that they are unsalable.

The roads in the vicinity of Garden City ared with water to a depth of three feet. Sag Hartor express, due at Garden City at 9:54 o'clock, was obliged to use the southern division of the Long Island Railroad, between Bathgate Junction and Jamaica, on account of the washouts on the central extension.

The cellars about the lower part of Oyster Bay ere filled with water, and some of the houses were almost submerged. A horse belonging to E. H. Bwan, was swept off its feet while crossing

near Bayle's Market, in the lower part of the Rockville Centre was practically under water yesterday, and the business part of Lynbrook was entirely submerged. Cellars were flooded at Free-Foreman's lumber yard, adjoining the railroad, was all under water, and most of the street

were covered with water to a depth of two feet. At Smithtown a big embankment caved in, carry ing a rail across the Long Island Railroad track A washout occurred on the Long Island Railroad between the Arverne and Far Rockaway stations making it impossible for trains to go from the It on the south side of the roadway, between Marion and Orion, was swept down by the storm.

The sloop Triton was lifted by the wind from the Marine railways, at Bayville, and thrown over upon her side, breaking her centreboard and otherwise damaging the vessel. The sloop Happy Bells, owned by J. Sullivan, of Greenport, broke from her moorings in the gale Friday night and drifted down the Suffolk Wharf. She was dashed to places against the wharf.

The steep seriously interrupted traffic on the

The storm seriously interrupted traffic on the Long Island Railroad. The Port Jefferson express did not reach Jamaica until nearly il o'clock, about two hours behind time. The track was overed with sand for a distance of fifty feet, and a some places the rails were buried to a depth of the feet. The obstructions had to be moved by those before the train could proceed on its way.

SNOW AND HIGH WINDS IN CANADA. oronto, Jan. 28.—A howling gale, the worst of season, accompanied by snow, struck this Prove from the northeast last night. Reports from all parts of the Province show that trains every

e are behind time, some of them as much as hours. At some points snow is reported to fallen to a depth of four feet. The storm reased, and the weather is becoming colder. ontreat. Jan. 26.—A heavy anowatorm is pre-ing here, and, as a result, the electric street service is paralysed. Hallway trains are also behindtime.

HEAVY SNOW AND HIGH WINDS IN MANY

TRAINS DELAYED AND STALLED-TELEGRAPH AND TELEPHONE WIRES DAMAGED-EIGHTEEN COAL BOATS LOST

IN THE OHIO.

Chicago, Jan. 26.-Reports from all over the West was the severest for years. From four to nine Most of the trains from the was accompanied everywhere by a high wind, the strength of a gale, and complicated the diffilies on the ground in sheltered spots, where the vast white expanse of miniature hills and valleys By diligent use of sweepers last night all of Chicago's transportation lines, except the electric railways, placed themselves in good working order

most without variation by all points in Illinois. In Wisconsin the storm was a furious one. the situation was complicated by sleet, which has effectually stopped all electric railway travel at many points. Unprecedented snowfalls were the rule throughout Missouri, Nevada and Michigan.
One feature of the storm is that nowhere was disagreeably cold weather experienced. A few degrees below freezing was the rule, and nowhere did the thermometer at any time touch the zero

ree northerly blast, travelling at the rate storm the worst of the winter. The thermometer is about zero. Trains are badly the roads. On the Wichita and Western Railroad travel is entirely suspended and a train is snowed in near Pratt. The St. Louis and San Francisco has abandoned all trains between Neodesha and Burton. A train on the Missouri Pacific is tied up near Conway Springs. The Rock Island main line west of Harrington is also in trouble.

Detroit, Jan. 26.—Not enough snow has fallen in

his city to interfere with street railway traffic. All the railroads entering Detroit report that trains ing. Dispatches from all parts of Michigan show ing. Dispatches from all parts of Michigan show that last night's bilzzard was general throughout the State. At Alpena the wind reached a velocity of fifty miles an hour. The snow is between four and five feet deep and still falling, and business is at a standstill. Crosswell reports that all trains on the Sand Beach division of the Flint and Pere Marquette are snowbound. At Benton Harbor yesterday's gale biew the ics lakeward, the immense field alongshore having moved out beyond the horizon. The wind has changed to the west, and it is expected the icefield will soon move in again. Trains on all roads are late and business is stormbound.
Columbus, Ohk, Jan. 26.—Sleet began falling here Columbus, Ohic, Jan. 26.-Sleet began falling

at 3 o'clock yesterday afternoon and the streets are covered with ice. The heaviest gale known here for years set in last night, and to-day a driving snow-storm has prevailed. All trains are delayed and travel of any kind is almost impossible. Massillon, Ohio, Jan. 26.—The storm of last night aused a crossing of wires, not yet located, result-

ow and rain in and near this city last night and early this morning. Delays were general on all rati-roads entering the city. Telegraph and telephone lines suffered much damage, while trolley wires in some instances were so coated with ice that the traction service was greatly impaired. A heavy gorge has formed at Parker, in the Allegheny River, and a still larger gorge is backing up the waters of the Allegheny River near Ford City to an alarm-ing stage.

ing stage.

Applain McKinley of the McKinley Coal Company, received a brief telegram to-day from Floyd Burress, captain of the towboat Tom Resse No. 2, stating that the entire tow of coal, consisting of eighteen boats, was lost in the lower Ohio last night during the storm. The accident happened near Hickman, Ky. The money loss is about \$40,000; in-

FOUR GLOUCESTER FISHERMEN LOST. Gloucester, Mass., Jan. 26.-The fishing schooner Leader, 58 tons, built at Gloucester in 1891 and owned by John Pew & Sons, went ashore last night during snowstorm on Norman's Woe and is a total lo it was with great difficulty that any of the crew were saved, and four men out of fourteen drowned. The bodies of three were recovered this evening. They were disfigured beyond recognition by being washed among the rocks in which the coast in that locality abounds. The fourth was seen in the surf, but, darkness coming on, it was impossible to secure it. The vessel has gone to pieces and is secure ii. The vessel has gone to pleces and is strewn along the shore. The sea is running very high, so that nothing was saved. She was insured for \$5.639 in the Gloucester Mutual. The men belonged to the Fortuguese colony in this city, and are Albert Viator, Joseph Homem, Frank Brier and Joseph Francis. The last three have families here.

ROUGH WEATHER IN NEW-ENGLAND. Fall River, Mass., Jan. 26.-A strong southeast gale has been blowing here since an early hour this morning, and at times the wind has reached a registered velocity of fifty miles an hour, heavy rain and a high tide have accompanied. The docke alongshore are partly submerged, in no serious damage is reported.

Portsmouth, N. H., Jan. 26.-A heavy snow storm began here early this morning. Snow has fallen to the depth of eight inches and is badly drifted. A heavy sea is running, and the harbor is filled with coasters. It is reported that a large steamer is ashore near Whale's Back, but the rumor cannot be verified.

A BLIZZARD UP THE STATE.

Buffalo, Jan. 26.—The worst blizzard of the pres-ent winter is raging here. The wind has reached a velocity of fifty miles an hour, and is steadily increasing in violence. The streets are practically deserted. As yet the storm has not seriously interfered with the movement of passenger trains. Those on the Lake Shore are on time, as were those on the line eastbound from Buffalo. The Erie had some trouble with drifts at Warsaw. In Canada the Grand Trunk is paralyzed, and the Michigan Central also suffers considerable delay. The greatest difficulty is caused by the high wind and broken telegraph wires.

THE UMBRIA IN STORMY SEAS.

Queenstown, Jan. 26.-The Cunard steamship Umbria, which arrived here from New-York to-day, was in gales and high seas for two days. An enormous sea broke over her last Thursday and damaged part of her forward bridge. The lookout man was dashed against the iron work and was injured so badly that he must be sent to the hospital. On Friday the steamship lay to for seven hours. Her machinery was damaged.

OPENING THE DEBS TRIAL.

Chicago, Jan. 26.—The jury in the Debs case was sworn in at the beginning of this morning's session, after which Assistant District-Attorney Milchrist opened for the Government, confining him-self to a review of the evidence which has been He was followed by C. S. Darrow who arraigned the officers of the Government for what he called a persecution of the directors of th American Railway Union. He accused Mr. Milchrist of being a paid tool of the railroads, instead of representing the Government in this case. On the issue of this case, which had become historical, he declared, depended the entire fabric of persona liberty. He did not think that even the Court, whose duty it would be to expound the law in this case, knew rightly what that law was.

Mr. Harper followed on behalf of Vice-President Hanraha, of the Brotherhood of Locomotive Firemen. The court then adjourned until Monday.

AN ALLEGED KIDNAPPER IN COURT.

Chicago, Jan. 25.-Judge Brentano issued a writ of habeas corpus this morning, ordering Police In-Barbara Quill, the servant who was arrested yes-terday on the charge of kidnapping the two-year-old child of Mr. and Mrs. William Winterfield, of New-York. The petition was filed by Jaques Weinberg, to whose house, No. 343 Vernon-ave., the servant and child were taken by Mr. Winterfield. who afterward went away with his son. Miss Quill was brought into court in the afternoon, and Judge Brentano continued the case to January 31, admitting the woman to bail. Her bond was signed by Mr. Weinbers. Mr. Winterfield and the child have not been located. Miss Quill says that her home is in Brooklyn, and that abe brought the child here on January 14, under instructions from the father.

ANNUAL DINNER OF THE GRIDIRON CLUB.

Washington, Jan. 26.-The tenth annual dinner of the Gridiron Club, at the Arlington to-night, was markable gatherings which this organization ewspaper correspondents has brought together. There were 170 guests, including Cabinet Ministers ustices of the Supreme Court, the General of the Army and prominent Naval officers, half the diplomatic corps, the Apostolic Delegate and his sec Representatives in Congress editors from distant States and representative men

from every part of the country.

Although the rules of the Gridiron Club provide that utterance at its board must never be published, the remarks delivered by Monsigner Satolii, the approval of Monsignor Satolli, has re-Monsigner Satelli leased them for publication. spoke at length upon the public press, its misand its needs as representing popular opin-

so great being the importance as the sees, it is evident how much those who labor is ministry merit the good will and exteem to people. To me journalism seems a life of dition to high and noble work, to the enlighteent and betterment of mankind, bringing with the control of the seem of the see

purpose. And when it shall please the Pope to recail me, trusting in the kindness and rectitude of the public press, as Samuel of old, on laying down the government of Israel, appealed to the assembled people to express their satisfaction or dissatisfaction with his administration, so I shall not hesitate to present to the press of the country the record of my labors, and say "Judge me."

A TURBULENT MEETING IN DETROIT.

AT THE CALL OF MAYOR PINGREE.

held in the Auditorium to-night at the call of Mayo

BING HAMTON BANK EXAMINERS AT ODDS

METHODS-ANOTHER FORGED PAPER IN THE SAVINGS BANK'S EFFECTS.

Binghamton, N. Y., Jan. 26 (Special).—There is a growing unpleasantness between National Bank Examiner J. Van Vranken, of Schenectady, and State Bank Examiner Philo H. Backus, of Albany, who have been in this city all the week, in charge respectively of the Broome County National Bank and the Chenango Valley Savings Bank. The cause is some remarks made by Examiner Backus, as to the alleged careless way in which the National examiners do their work of inspection. It appears that the Broome County National was examined . January 17. either by Mr. Van Vranken in person or under his supervision. The affairs of the bank were pronounced all right, but just a week afterward the doors were closed. It is asserted that the National bank is in far worse condition than the savings bank, having suffered more than its neighbor from the alleged defalcation Cashler Morgan. In explaining this, Mr. Backus remarked that the system of examining National

Cashler Morgan. In explaining this, Mr. Backus remarked that the system of examining National banks was exceedingly loose, and that not a National bank had been found insolvent by the National examiners in lifty years. He added that the system of examination Instituted by Mr. Preston, State Superintendent of Banking, was far superior to any other. Since then there has been a decided coldness between the two examiners, despite the fact that they formerly had been personal triends. Examiner Van Vranken said in a disgusted tone of voice to-night that Backus might say what he liked about the National examiners, but that didn't make it so.

Affairs in financial circles are quiet, the run on the banks being over, and deposits are now being taken in by those institutions almost as rapidly as they were drawn out a day or two ago. Considerable excitement was caused this afternoon by the announcement of the discovery of at other forged paper in the effects of the savings bank. It is stated that it was a check for \$1.200. As Mr. Backus is out of town, further particulars regarding the forgery could not be obtained. The work of examining the books of the two defunct banks is proceeding rather slowly on account of the much-muddled condition of the records. The examiners say that it will be several weeks before the exact condition of the fairs of the Merchants Bank, which failed first of all, on Monday. No one can do more than surmise how much will be saved, but the fact that no figures have yet been given by Examiner Clark would seem to prove that the affairs of that institution are in a tungled condition. While the Ross property is large and the Boss investments are numerous, the deposits in the bank were also extensive, and the fact that there has been a decided shrinkage in the investments makes the outlook rather discouraging, although, if it be within Mr. Ross's power, it can be safe, said that every depositor will be paid in full.

FIRE IN A BROADWAY CABLE CONDUIT.

A fire which was discovered about 5:30 p. m. yesterday in one of the cable manholes on the curve at Union Square created considerable excitement and afforded the firemen rather a singular experi-ence. Peter Alleman raised the cover of the manhole, when a cloud of smoke, followed by a tongue of flame, belched forth. Alleman was so excited that it was several minutes before he was able give an alarm. He called Policeman, King, of the Broadway Squad, to his assistance, and the latter summoned the firemen. When they arrived the flames were shooting up sixteen feet into the air. A difficulty in extinguishing the flames confronted the firemen at the outset. Not being familiar with the running of the cable they were afraid to descend to attack the subterranean fire. They wanted the cable to be stopped, but it was not deemed advisable to do this. Finsily, Alleman and another employe named Holland volunteered to go down into an adjoining manhole, each taking with them a line of hose. In a short time they had the fire out.

Within a few feet of the flames four barrels of oil were stored, and an explosion was narrowly averted. The fire, it is thought, was due to spontaneous combustion. The underground passage, where the outbreak occurred, is twenty-five feet in length and eight feet in width, and is used for the storage of oil, tools and other supplies for the men.

A REPORT ABOUT JAMES C. CARTER. There was a report in the city yesterday that Mayor Strong had offered to appoint James C. Carter to the office of Corporation Counsel, and that Mr. Clark expected to vacate the office soon.
Mr. Carter, when he was asked about the report last evening at the City Club, said, with evident annoyance: "I never heard of such a thing."

SATOLLI SPEAKS OF HIS MISSION HERE. A REBELLION IN THE SOUTH AMERI-CAN REPUBLIC.

> NEW-YORK MERCHANTS STOP SHIPMENTS-GEN-ERAL UPRISINGS ARRANGED FOR-ARMS

BOUGHT HERE-BOGOTA IN

A rebellion has broken out in the United States of Colombia which is of such importance that the agents of New-York merchants in that ments of goods and cancelled all orders for the present. The revolution is the result of a long premeditated scheme against the Government, which first assumed definite form on the death of President Nunez. Uprisings were arranged for in the States of Santander, Cauca and Cundinamarca. The last-named State is under the imnediate control of the Federal Government, and

the capital, Bogota, is situated in it. ising in the States named. The headquarters of the insurrectionists were in Caracas, with auxiliary headquarters in this city. Arms were bought here and sent to Venezuela, from which nsurgents. There was a band of revolutionists in Venezuela who crossed the border two weeks ago, in expectation of the uprising of the three States mentioned. They were captured and dis armed.

martial law, and the national troops have started for the scene of the rebellion. General Rafael Reves, who did such good work in subduing the revolt or 1885, the last civil disturbance which Colombia had, is thought to be in command of the Government forces. Dispatches received late yesterday afternoon in this Cundinamarca and Tolima are the two interior States of the Republic. Yesterday the Governor of Popayan, on the west coast, tele graphed to the Governor of Panama, saying that curred in Panama. It is feared that the revolt spread to Panama, and the transit across the Isthmus be interrupted. This would cripple the Pacific Mail and the Columbian lines of steamships, and tie up the Panama Railroad

the yachts Amadis and Lagonda and the steamer

peace the Colombian Army consists of 5,500 men. On a war footing the army numbers about 29,000 effective men. The population of the country is about 4,000,000.

The Republic sends to the United States annually exports to the value of about \$9,000,000 and receives in return imports to the value of about \$2,000,000 and receives in return imports to the value of about \$2,000,000. Under the Clayton-Bulwer Treaty the United States and Great Britain are required to have a warship on one side of the Isthmus of Panama, and the United States takes the responsibility of keeping the transit of the Isthmuseopen at all times. In 1885 a strong expedition was sent to Colon from the United States and opened the Panama Railroad. The trains had been stopped by the revolutionists. The Panama Railroad is an American corporation, and its officers have to by the revolutionists. The Fahama Kantokar an American corporation, and its officers have to be United States citizens. The stock of the company is now held nominally by the Panama Canai Company, although it is said to have been hypothecated by that company long ago, and its actual holders at the present time are believed to be certain well-known New-York capitalists.

DISORDER IN THE TENNESSEE HOUSE.

A DEMOCRAT DECLARES THE ELECTION CON-TEST BILL UNCONSTITUTIONAL-A REPUBLICAN ATTACKED.

Nashville, Tenn., Jan. 26 (Special).-The discussion in the House te-day of the Governorship Elec-tion Contest bill was attended by sensational features. The first was when Mr. continuous crat, who had voted with the Democratic major-ity several days ago in support of the resolution The first was when Mr. King, Den to postpone the opening and publishing of the returns for Governor until an investigation of charges of fraud should have been made, anunced that he believed the pending bill to be constitutional on its face, and declared that he could go no further with his fellow-Democrats. Afterward Mr. King offered to amend the bill by providing that the returns should not be pub lished or announced on the calling of the roll of countles and objection made by a claimant to the office of Governor. The amendment was adopted. Democrats and Republicans crowded around Mr. King, and after the bill had been gone over in private he said he would support it as amended. Mr. Waddell, Republican, in a speech, arraigned the Democrats for passing a contest bill before seating the man who had the majority on the face of the returns. Mr. Myrick, Democrat, of Shelby, asked:

crat, of Shelby, asked:

Did not the genieman from Marion vote for a
substitute resolution, that called for a contest before the returns would be opened?

Mr. Waddell answered that he did, but that it
was a compromise measure. Mr. Myrick said if the
gentleman so voted he was insincere either then
or now. Mr. Waddell retorted that any one who
impuzned his motives was a liar. Mr. Myrick
sprang to his feet, and the Speaker rapped vigorously afor order. Mr. Hooper (Rep.) offered an
amendment to the bill, providing that the Committee of Investigation to be appointed consist of
sixteen members, eight Democrats and eight Republicans. The amendment was tabled by a vote
of 49 to 39. The House then adjourned until Monday.

Chicago, Jan. 26.-There will be a meeting of the Executive Committee of the Central Traffic Association in Cleveland on Thursday to consider the demoralization of the east-bound rates and, if pos-sible, stop the cutting which most of the lines are practising. Several propositions to reduce these rates have already been voted down, the last one in New-York, but it is believed that the only permanent way to stop the cutting will be to put rates upon a 20 per cent basis, instead of a 25 per cent

basis, as at present.

Western trunk line officials are much puzzled as to the best course to pursue, on account of the latest demand of the Union Pacific. That road signed the trans-Missouri rate-sheet, and later on, when an association was formed, refused to become a member. It now demands that its rate to Puget Sound be included in the trans-Missouri sheet, and the officials are undecided whether or not this can be done under the arrangement with the Northern Pacific, which became a member of the association only on the condition that these rates be not included. A separate joint sheet may be issued, including those rates.

RIBOT FORMS A CABINET.

Tribune.

UNKNOWN MEN APPOINTED TO MINIS-

OPPORTUNISTS GET ALL, THE PLACES IN THE NEW FRENCH MINISTRY-DECREES OF AP-

Paris, Jan. 26 .- It is announced that the Cabinet has been completed outside the Ministries of War and Marine, which General Jamont and Vice-Admiral Besnard have been requested to take, but have not yet accepted. The decree

regarding the appointment of the new Ministers have been signed. M. RIBOT, Premiership and Finance.
M. HANOTAUX, Foreign Affairs.
DEPUTY LEYGUES, Interior.
DEPUTY TRARIEUX, Justice.
M. DUPUY-DUTEMFS, Public Works.
M. POINCARE, Public Instruction.
DEPUTY CHAUTEMPS, Colonies.
SENATOR GARDAUD, Agriculture.
DEPUTY ANDRE LEBON, Commerce

The President's message and the Ministerial declaration will be read in the Chambers on Monday.

It was reported at 10 o'clock that General Jamont and Vice-Admiral Besnard had agreed

Conservative Republicans, to the exclusion of the Radicals and the Socialists of its members has yet celebrity, and some of th acquired unknown. It is perhaps for that reason that M. Ribot has selected them, for he must have perform the rou ine Ministerial and administrative business, and especially have the budget voted by Ministry to follow that programme? Republicans who did not support M. Casimir-Perier and his Premier, M. Dupuy, against the Radicals and the Socialists may display again a similar

post of President of the Council. He is far owd of those French politicians formerly partisans

crowd of those French politicians formerly partisans of the Orieanist monarchy, and now anxious to establish in France a parliamentary republic, after the pattern of constitutional England.

The Minister of Foreign Affairs, M. Hanotaux, occupied the same position in the Dupuy Cabinet, and did not accomplish anything which could have called blame or euogy upon his administration of the foreign interests of France. He was Deputy some years ago in a former Chamber, and since then has been a functionary at the Qual d'Orsay, the place of the French Foreign Office. M. Hanotaux has written a book upon Richelleu. M. Leygues, Minister of the Interior, was Minister of Public Instruction in the Dupuy Cabinet, in which M. Poincare occupied the post of Finance. As to the other members of the Ribot Ministry they are still less known than those already mentioned. The new Minister of Colonies, M. Chautermaps, was formerly a Revolutionist and was elected as such to other members of the Ribot Ministry they are less known than those already mentioned. The Minister of Colonies, M. Chautemps, was for-ly a Revolutionist and was elected as such to Municipal Council of Paris, whose president was when he received the foreign representa-s during the Exhibition in 1839. M. Chautemps elected afterward a Deputy, and then he be-e a Conservative, a change in opinion which won for him his access to a Ministerial post.

Berlin, Jan. 26.-Prince Bismarck has written Embirthday, and expressing regret that his bad health and the severe weather prevent his going to Berlin to congratulate the Emperor personally. The Em-peror has sent a hearty reply, written with his own hand.

CRISIS IN THE GUATEMALAN TROUBLE. MEXICO RESENTS THE SUGGESTION OF MEDIA-

TION A CONSULTATION IN WASHINGTON. Washington Ian 26.-Disculeting news was reide by the United States to settle the Mexican and Guatemalan trouble. It cannot definitely ation of the United States, but it is u Mexico has taken a particularly warlike standpoint in the matter, and it is said that the situa-tion is regarded in official circles as critical. An important consultation, in which Secretary Gresham is participating, is being held here to-night.

INTERESTED IN A NEW ROAD DESIGNED TO COM-PETE WITH THE SOUTHERN PACIFIC -HIS REAL MOTIVE.

San Francisco, Jan. 26 (Special). - Claus Spreckels.

the sugar millionaire, appeared to-day in the novel part of an anti-monopolist. He subscribed to the new San Joaquin Valley Railroad £00,000 for himself and \$100,000 for each of his two sons. This was done at a meeting of a committee of twelve. which includes two young millionaires, James L. Flood and James Ph-land, and merchants like Whittier, the oaint importer, and riolbrook, the hardware man. John T. Doyle is the 'egal representative. The committee was selected yesterday to boom this new railroad venture, which is an attempt to open from San Francisco to the East a competing line to the Southern Pacific. The project is feasible, as there are no heavy grades, and connection could be made with the Atlantic and Pacific if the projectors should find that they could not build an independent line across the Sierra Nevadas to join with the Union Pacific. How small the public confidence has been in this scheme, however, is shown by the fact that for three years a few men here have valuely tried to raise \$350,000 for it. The manager has been John S. Leeds, formerly of New-York, who has en-joyed a salary of \$10,000 a year. It is only within one week, since Spreckels took hold, that the Valley Railroad scheme has had any life.

Spreckels says that he is acting in the interest of the people, but in reality he is using this as a means of forcing the Southern Pacific Company to agree to his terms for sugar transportation. It has a contract by which he agrees to ship a min mum of 150,000 tons of sugar yearly over the South-ern Pacific lines at \$7 a ton. This is an extremelow rate, and the railroad has been restive under it for some time. Recently Traffic Manager Stubbs warned Spreckels that when his contract runs out, which will be in a few months, he must pay \$10 a ton. Spreckels objected vigorously, and his first "bluff" has to establish a clipper line between Honolulu and New-York for shipping sugar direct. This fell flat, it being shown that Spreckels could not afford to ship much sugar direct, as it would close his refineries here. The railroad could also "cinch" him for full local rates on all sugar handled on this coast. So he saw his opportunity in the railroad movement against the Southern Pacific, and joined it. The best authorities think that if the Southern Pacific accepts his terms Spreckels will abandon the new railroad. If not, he will certainly carry it through. Stubbs warned Spreckels that when his contract

new railroad. It not, he will certainly carry it through.

Spreckels cannot be regarded seriously as an anti-monopolist, as for over ten years he laid down sugar in St. Louis and all Missouri River points for two cents less than he charged this coast. This he could do because the railroad gave him special rates which excluded any rivairy of Eastern sugar refineries. It is estimated that he drew in this way \$2,000,000 a year from this coast.

LOMBARD CO. RECEIVERS' ACCOUNTING. St. Louis, Jan. 26 -At noon to-day the receivers

of the Lombard Investment, Company, of Kansas City, appeared before United States Circuit Judge Caldwell, in Chambers, and filed their first ac-counting. It covers a period of ninety days, and shows that during that time \$3,000,000 of the \$34,500,-York, and Frank Haggerman, Sanford B. Ladd and H. E. Mooney, of Kansas City. Mr. Mooney has been the manager of the company since President Lombard was set aside by the Court's order, eighteen months ago. The assets of the company are in excess of the liabilities, but consist largely of Western investments, on which realizing has been slow. Milton B. Whitney, Charles S. Fairchild, of

DE. PARKHURST BACK IN TOWN. The Rev. Dr. Charles H. Parkhurst returned to

this city yesterday, having travelled directly from Chicago without making a stay at Albany. He was well, but tired, and he said the train on which he well, but fired, and he said the train on which he travelled had been delay I considerably by the severe snowstorm. It was I p. nf. when he reached his home, in East Thirty-fifth-st. Last evening he excused himself from interviews with newspaper men, as he was preparing for his sermon to-day. Mrs. Parkhurst said her husband had enjoyed his well in Chicago.

TO STIR UP CONGRESS.

THE PRESIDENT WILL CALL ATTENTION TO THE FINANCIAL SITUATION.

SPECIAL MESSAGE EXPECTED PERHAPS TO MORROW-PREPARATIONS APPARENTLY ON SIGNS OF YIELDING TO THE

[DY TELEGRAPH TO THE TRIBUNE.]

serve to less than \$56,000,000 to-day, caused reat anxiety to the officials of the Treasury Department. It also seemed to give much concern to the President, for early this morning ecretary Carlisle and later on Attorney-Gen eral Olney were sent for, and a consultation took place which lasted some time. That the desperate straits of the Treasury and the brutal indifference of Congress to its needs formed the principal subject of discussion at the conference is probably true. It is also true. probably, as reported to-night, that no new panacea for the financial ills of the Government was concocted, but that the President has sion that he will proceed to do this by another message, which may or may not be ready for transmission on Monday. Neither the outling of the message, nor, indeed, the financial outbeen made the subject of discussion by a full Cabinet meeting, for the simple reason that the President's advisers-if gentlemen performing visers"-are hopelessly divided on this, as several other important issues of the day. It Treasury, therefore, or the Attorney-General, it is not so much for the purpose of hearing what they may have to say on any particular subject, as to direct them to register his crees, and work out incidental details. Hence it is, also, that the go-called "conference" of mystery, is generally looked upon as having been called for the purpose of instructing the Secretary of the Treasury to prepare for a new issue of bonds.

quarters that a call for bids on a new issue of onds is imminent. Those officials of the Treasury Department to whom the preliminary steps

has seen with what ease \$5,000,000 or \$15,000,000 or so in gold is withdrawn from the Treasury in a single week. Nor does any one here, save Mr. Springer and the more rabld followers of Professor Wilson, dejude himself with the idea that a remedy for the existing evil will be found until the revenues of the Government are made to balance the expenditures.

Neither the rapid depiction of the gold reserve nor the argument that a new issue of bonds cannot possibly be negotiated upon terms as favorable, or even nearly so, as the \$100,000,000 already piaced, appears to have much effect upon the mind of the average Democratic Congressman. There is a "ghoulish glee" manifested among those patriots who have hitherto opposed all legislation on sound financial principles and who will continue to do so to the bitter end. The prediction that the gold reserve will be exhausted within two or three weeks is received by these same gentlemen without any expression of alarm and with the utmost indifference. There is no indication whatever of any change of attitude on the part of the radical silver men, and those who are counting upon the situation alarming Congress to action find silver men, and those who are counting upon the situation alarming Congress to action find little encouragement in the quarter. But little expectation is entertained of beneficial results from the legislation on the Sundry Civil bill giving to the Secretary of the Treasury discretion as to the denomination of notes reissued on redemption and making gold, certificates not

giving to the Secretary of the Treasury discretion as to the denomination of notes reissued on redemption and making gold certificates not receivable for customs dues. Some good may be accomplished through this legislation, it is thought, but it is too insignificant to cut much of a figure in relieving the present situation.

The statement is also made, though apparently without authority, that the President, as the result of great pressure and in view of the really desperate condition of things, is disposed to treat more liberally with the silver men than heretofore, and that he would yield almost anything short of free coinage if by so doing he could secure legislation which he desires. This is probably an exaggeration of the case, but there is a firm belief that he would be willing to permit the experiment in connection with the legislation he desires of forcing into circulation the entire volume of sliver in the Treasury upon which the Sherman notes were issued. The policy of the Treasury to redeem these Sherman notes in gold is fixed, and it is not believed that the Administration can be driven to any other as long as it has gold or any means of getting it. But it is suggested that the President might agree to the indirect substitution of silver dollars for these notes by falling to reissue such Sherman notes as come into the hands of the Treasury. All propositions under discussion with hope of finding a solution of the problem involve some disposition of the silver in the Treasury other than that of holding it as security for the Sherman notes while not being held under the policy of the department for the purpose of redeeming these notes.

TO CONCILIATE GERMANY.

ACTION TO REPEAL THE SUGAR DIFFER-ENTIAL DUTY BEGUN.

PROFESSOR WILSON, IN ADVOCATING IT. AD-VANCES SOME REMARKABLE FINANCIAL

VIEWS-HE THINKS THE TREASURY IS "FLUSH," AND THE ONLY THING TO BE ALARMED ABOUT IS THE PROSPECT OF TOO

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 26.-The debate in the House of Representatives to-day on the bill to repeal so much of the tariff act of 1894 as imposed a duty of one-tenth of a cent a pound on imported sugars, upon the production of which an export bounty, either direct or tadirect, has been paid, was rather interesting, and produced one speech that certainly deserved to be described as a remarkable one. It was delivered by Chairman Wilson, of the Ways and Means Committee, who framed and reported the bill and opened the debate in favor of its passage. No mere synopsis of this speech could be made that would do justice to it. It would not be correct to say that Professor Wilson stumbled frequently in his discourse; it would be accurate and by no means unfair to say that he floundered almost constantly. Of course, he was bound to support the contention of the German Ambassador and accept his dictum as to the scope and meaning of the "most-favored-nation" clause of the treaty of 1828 between the United States and Prussia as Secretary Gresham had already done; but that thrust him upon the other sharp horn of the Administration dilemma--the official opinion of Attorney-General Olney, which was given in re-aponse to a request from Secretary Carlish and which is directly contrary to the interpretation given by the German Government and accepted

by the Secretary of State. How did Mr. Wilson escape from this? Why, by declaring that the opinion of the Attorney-General had been asked only in regard to German salt, and that all he had said in regard to sugar was merely "obiter dictum." and he stuck to it. It is true that Secretary Gresham's report